

Local (Helen)
Brand Riders
for Local
Postals
Helen

Utah
and the
Pony Express

by

KATE B. CARTER

UTAH PONY EXPRESS CENTENNIAL COMMISSION

president of the Pony Express company to Mr. Bell, the agent in this city, announcing that New York had given Lincoln fifty thousand majority and that his election was conceded.

The Express from the west, which arrived on Monday evening at 6 o'clock 15 m., brought a telegram from Carson City, stating that California had gone for Lincoln by two thousand majority.

On Tuesday, at 11h. 10m. a.m. The Express which left St. Joseph on the 8th at 8 a.m. arrived with dispatches confirming the election of Lincoln and the complete triumph of the Republicans in each of the free states.

March 27, 1861. MAIL AND PONY: We understand that active preparations are now being made by the superintendents and agents of the Central Overland California & Pike's Peak Express Company to put through mail and Pony in accordance with the new contract. We are informed that the Chief Superintendent of the eastern portion of the line is advancing westward as far as the Rocky Ridge station with funds necessary to meet the demands and wishes of the employees of that division, and that the western employees are to have the same attention at a very early day from their Chief Superintendent in this city. As things are presently shaping there is a fair prospect of the recent mail and Pony contract being shared by Russell and Butterfield companies and instead of a "clean sweep" of "old stock" and "old hands" nothing disparaging to either quadrupeds or bipeds, merely technical—the changes will probably only be a healthy augmentation of forces and facilities. The president of the company has issued orders to the superintendent on the way to reduce the schedule time of the Pony, from the first trip in April, to former short time.

April 3rd. NEW MAIL ARRANGEMENTS: The last Pony Express brought private advice to the city through which we learn that the contract for mail and Pony service from St. Joseph, Missouri to Placerville, California has been shared between the two companies—Russell and Butterfield. The former on the eastern division, up to this city, and the latter from this place westward. The western division of the route is somewhere about two hundred miles shorter than that of the eastern division, but the sum of half a million dollars will amply compensate for the services of both Pony and mail on either end of the route.

April 24th: PONY EXPRESS RATES: Letter rates by Pony are now reduced to Two Dollars per half ounce each way. Pony Express leaves San Francisco in ten days.

PONY EXPRESS STATIONS

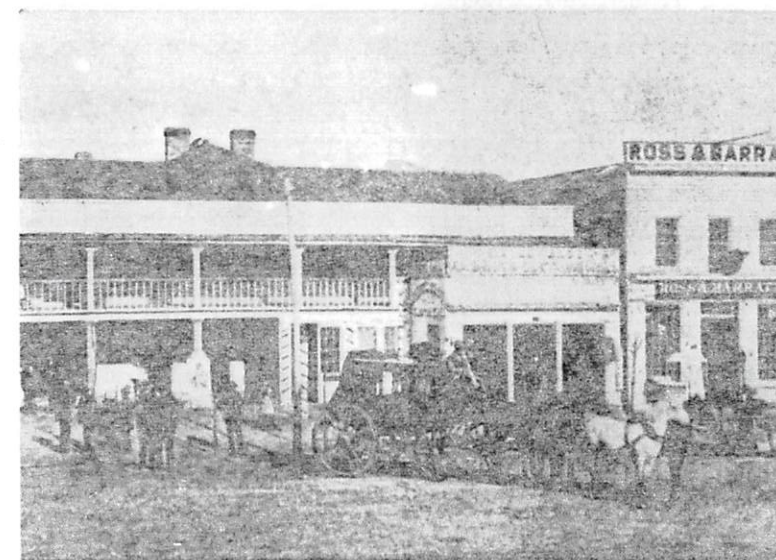
East of Salt Lake City

| | | |
|----------------------|-----------|-------------|
| St. Joseph | Granda | Guittard's |
| Kansas | Log Chain | Marysville |
| Kennekuk | Seneca | Hollenberg |
| Kickapoo Reservation | Ash Point | Little Blue |

| | | |
|-----------------------|-------------------|---------------------|
| Rock Creek | O'Fallon Bluff | Rocky Mountains |
| Big Sandy | Alkali | South Pass |
| Liberty Farm | Beauvais Ranch | Fort Bridger |
| Thirty-two Mile Creek | Julesburg | Castle Rock |
| Platte River | Lodge Pole Creek | Brimville Emergency |
| Fort Kearney | Thirty Mile Ridge | Weber Station |
| Plum Creek | Mud Springs | Dixie Creek |
| Midway | Court House | Bauchmann's |
| Cottonwood Springs | Scott's Bluff | Mountain Dell |
| Fremont Springs | Fort Laramie | Salt Lake City |

West of Salt Lake City

| | | |
|------------------|----------------------|----------------|
| Traveler's Rest | Fort Shelbourne | Still Water |
| Rockwell | Egan Canyon | Old River |
| Joe's Dugout | Mountain Springs | Bisby's |
| Fort Crittenden | Ruby Valley | Nevada |
| East Rush Valley | Jacob's Well | Desert Well |
| Rush Valley | Diamond Springs | Dayton |
| Point Look Out | Sulphur Springs | Carson |
| Simpson Springs | Robert's Creek | Genoa |
| River Bed | Camp Station | Friday's |
| Dug Way | Dry Creek | Yonks |
| Black Rock | Cape Horn | Strawberry |
| Fish Springs | Simpson's Park | Williams |
| Willow Springs | Reese River | Websters |
| Burnt Canyon | Mount Airey | Mess |
| Ibapah | Castle Rock, Nevada | Sportsman Hall |
| Deep Creek | Edward's Creek | Placerville |
| Eight Mile | Cold Springs, Nevada | Folsom |
| Antelope Springs | Middle Gate | Sacramento |
| Spring Valley | Fair View | |



The Salt Lake House
East Main Street between 1st and 2nd South

as he expected, and he started on his first ride. It was a stormy afternoon but all went well with him till on the home stretch.

"The pony on this run was a very swift, fiery and fractious animal. The night was so dark that it was impossible to see the road, and there was a strong wind blowing from the north, carrying a sleet that cut his face while trying to look ahead. But as long as he could hear the pony's feet pounding the road, he sent him ahead with full speed. All went well, but when he got to Mill Creek, which was covered by a plank bridge, he heard the pony's feet strike the bridge and the next instant pony and rider landed in the creek, which wet Father above the knees; but the next instant, with one spring, the little brute was out and pounding the road again and very soon put the surprise on the knowing ones."

Major Howard Egan remained at Deep Creek as Superintendent of the Overland Mail until May 10, 1869. During this year the railroad was completed on the northern route, north of Salt Lake, leaving Deep Creek almost entirely out of the general line of traffic. After performing missionary labors among the Goshute Indians in 1874-75, he returned to Salt Lake City where he resided with his family in the old home until his death in 1878.

Benjamin Ficklin played a significant role in the beginning of the Pony Express as he was route superintendent, first for the Leavenworth & Pike's Peak Express and later for the Central Overland California & Pike's Peak Express Company. Utah's history takes note of his activity as one of a surveying party chosen to locate the United States wagon trail from South Pass to Salt Lake City. Following a disagreement with William H. Russell, Mr. Ficklin resigned his position and worked with the Pacific Telegraph Company. He became an officer in the Confederate Army. Death occurred in Washington, D.C.

William Finney, one of the incorporators of the Pony Express, had his office in San Francisco where he was placed in charge of many of the details and business interests of the firm.

A. B. Miller, one of the agents for Mr. Russell, resided in Salt Lake City and laid claim to the fact that he and others drew plans for carrying the mail by a relay of horses long before the Pony Express was inaugurated. In this vast organization there were many others who ably assisted in this daring enterprise.

PONY EXPRESS RIDERS

| | | |
|---------------------|---------------------|---------------------|
| Alcott, Jack | Flynn, Thomas | Moore, James |
| Avis, Henry | Frye, Johnny | Montgomery, Maze |
| Ball, S. W. | Fuller, Abram | Murphy, Jeremiah |
| Banks, James | Gardner, George | Perkins, Wash |
| Baughn, Jim | Gentry, James | Pridham, William |
| Baughn, Melville | Gilson, James | Rand, Theodore |
| Beatley, James | Gilson, Samuel | Randall, James |
| Becker, Charles | Gould, Frank | Ranahan, Thomas |
| Boulton, William | Hall, Martin | Reynolds, Charles |
| Brandenburger, John | Hamilton, Samuel | Reynolds, Thomas |
| Brink, James W. | Hamilton, William | Richardson, William |
| Brown, Hugh | Haslam, Robert | Riles, Bart |
| Bucklin, James | Hawkins, Theodore | Rising, Donald C. |
| Burnett, John | Helvey, Frank | Roff, Harvey |
| Campbell, William | Hickman, Bill | Rush, Edward |
| Carlyle, Alexander | Higginbotham, Chas. | Sangiovanni, G. G. |
| Carr, William | Hogan, Martin | Serbeck, John |
| Carrigan, William | Huntington, Clark | Serish, Joseph |
| Cates, William | Huntington, Lot | Sinclair, John |
| Clark, James | James, William | Spurr, George |
| Cleve, Richard | Jay, David R. | Streeper, William |
| Cliff, Charles | Jobe, Samuel | Strickland, Robert |
| Cliff, Gustavas | Jones, William | Strohm, William |
| Cody, William | Keetley, J. H. | Suggett, John |
| Crawford, Jack | Kelly, Jay | Tate, William |
| Cumby, James | Kelley, Mike | Thatcher, George |
| Dean, Louis | King, Thos. O. | Thompson, Charles |
| Dennis, William | Koerner, John P. | Thompson, James |
| Dobson, Thomas | Leonard, George | Topance, Alexander |
| Donovan, Joseph | Little, G. Edwin | Tough, W. S. |
| Dorrington, W. E. | Littleton, Tough | Towne, George |
| Down, Calvin | Macaulas, Sye | Tuckett, Henry |
| Drumheller, Daniel | Maxfield, Elijah | Upson, Warren |
| Dunlap, James | Martin, Robert | Wallace, Henry |
| Egan, Howard | McCain, Emmett | Westcott, Daniel |
| Egan, Howard Ranson | McCall, J. G. | Whelan, Michael |
| Egan, Richard R. | McDonald, James | Willis, H. C. |
| Ellis, J. K. | McNamey, Pat | Wilson, Nicholas |
| Faust, H. J. | McNaughton, James | Wintle, Joseph |
| Fisher, John | McNaughton, William | Worley, Henry |
| Fisher, William | Miller, Charles | Zowgaltz, Jose |

WILLIAM CAMPBELL

After his last ride with the Pony Express William Campbell turned to other occupations. He and his brother were well known in Salt Lake City as freighters. They secured contracts to haul merchandise from various points sometimes making as high as three trips in one season. Evidently it was not a paying proposition, for they sold their complete outfit within a few years and took a contract for grading along the line of the Union Pacific railroad, working on canals, and selling mules to the government. In 1869 Mr. Campbell went to Nebraska City, Nebraska where he became an important man in civic affairs. He later was elected State Senator. One of his

in Price, Utah where he owned a freight depot, a ranch near Salmon Canyon and for a time served as deputy United States marshal. In 1890, he, and his eldest son, James J. Gilson located the famous Buethom Silver mine near Fish Springs. Later he became interested in aeronautics. The Gilsons were the parents of twelve children.

James Gilson was one of the Utah boys hired as a Pony Express rider. He later became associated with his brother, Samuel Gilson, in the mining of gilsonite in Duchesne county.

—Irene Branch Keller

PARLEY HALL

"I was born 17 March 1841 in the Bridson Building in Liverpool England and came to the United States with my parents on the ship *Fanny* leaving that port January 23, 1844. We arrived in the Valley in October 1851 and there we lived until the spring of 1860. At this time the family went to Wellsville and I left Salt Lake accompanying the C. A. Huntington family as far west as Willow Springs. Here I remained for a week waiting for the Wheeler Brothers with whom I was going to California. Just at this time the Pony Express started between St. Joseph, Missouri and Sacramento, California. The Indians were very hostile toward the riders. A sixteen year old boy had been hired to ride from Willow Springs to Dugway Station. This was 48 miles out in the desert. One stormy night the boy's heart failed and I offered to take the express—which I did. Next morning Major Howard Egan hired me to ride the Pony Express.

"When I first became acquainted with 'Nick' Wilson he was driving an oxteam from Grantsville to Deep Creek hauling lumber for Harrison Levere who owned a ranch at Deep Creek. Later on I became well acquainted with him. I remember Tom Dobson worked for N. A. Shuman who came out on the line selling goods to the men working along the mail line.

"I remember the day Jesse Earl was killed. It happened just after a group of four left Willow Springs. Major Early and Jesse Earl were riding in a white top buggy and Jason Luce and Jim Cliff were on horseback riding behind as they were approaching Deep Creek Canyon. Jim Cliff was fooling with his revolver—it went off killing Jesse Earl almost immediately. Cliff said it was an accident but we never believed it . . .

"The station keeper 'Doc' H. J. Faust of Rush Valley went to Fillmore and recovered several ponies for the people and brought them back to the station. These horses were badly used up and were of no great value to us.

"I could go on writing reminiscences of my own experiences and those of other men, but enough has been written to show that times were not altogether a pleasure but instead they were quite exciting and at times we had many things to talk and think about. I came home to Wellsville in the fall of 1861. The people at home were living in a fort as a means of protection against the Indians. The

Indians often came into the valley and disturbed and stole horses and cattle from the settlers. In the summer of 1866 I had a nice pair of colts stolen and I felt the loss greatly. In 1862, I was called with others to go back across the plains and help bring emigrants across the plains to Utah. This I did and experienced many difficulties. I was married to Margaret Williamson on February 2, 1864 at Wellsville. We had a family of ten children."

—Margaret Hall Maughan

WILLIAM A. HICKMAN

Many historians name "Bill" Hickman as a Pony Express rider. He was born April 16, 1815 in Warren County, Kentucky and died August 21, 1883 in Lander, Wyoming. He was the son of Edwin and Elizabeth Adams Hickman. As early as 1839 he was active in the Mormon Church, where, on May 6th of that year, he was received into the Seventies quorum in Quincy, Illinois. Mr. Hickman followed the Church to Nauvoo, Illinois where history tells of his love and devotion to the Prophet Joseph Smith.

After his arrival in Utah in 1849 he was called by Brigham Young to go to Fort Bridger and later to Green River to meet the companies of Saints and bring them on into the Valley. George Goodhart of Soda Springs said of him: "The first time I ever met William Hickman he, Porter Rockwell, and Lot Smith were camped on the Green River and at that time I was a boy working for the American Fur company. I was sent with a message to some of the trappers some distance away. Not finding them at night, I came across some gentle horses. I got down and examined the hobbles and could tell they belonged to white men. I got on my horse again and could see a fire a short distance away. I rode on the bluff above and could see three men by the fire. I called 'Hello, white men's friend,' and they answered and told me to come around and camp with them. One piloted me into camp. He took my horse and put it with theirs. They had a kettle of venison on the fire, the finest I ever ate. After supper I told them how glad I was not to have come across any of those d— Mormon. They asked me why. I told them that the Mormons killed people on sight, murdered the emigrants and that I was more afraid of them than of the Indians. Port and Lot slept together. I slept with Hickman. Next morning one of them gathered the horses, and at breakfast I told them everything bad I had ever heard about the Mormons, and how I hoped I would not come across any of them. I told them some of the Mormons had been seen in the vicinity. After breakfast I saddled my horse. One of the men tied a good lunch on the saddle. After I was on my horse, Hickman said to me, 'How have we treated you?' I told him fine, I could not have been treated better, and I also told him how pleased I was that I had found them. Then he said, 'Tell your company we treated you to the best we had, and we are Mormons, and that we are Port Rockwell, Lot Smith and Bill Hickman.' I never

was so scared in all my life. My heart seemed to jump to my mouth. I leaned over and ran my horse as fast as he could go. I expected to be shot every second—but no shot came. Some years later I was in Lehi, Utah, at the time the Indians were making trouble. My horse was shot from under me and Port Rockwell generously gave me an iron gray horse. It was the best I ever owned."

Being a very capable man William Hickman was selected to help carry the mail to the states as evidenced in this letter written by Brigham Young February 5, 1857: "A contract for carrying the mail from the states to this place for four years has been offered Hyrum Kimball; he will not be able to start it this month and has transferred it subject to my orders and counsel. We shall send the February mail by William A. Hickman and others, and in all probability the March mail will go by Porter Rockwell and others . . ." When President Young was superintendent of Indian affairs, he entrusted William Hickman to deliver gifts of food and clothing to the Indians. In the later fifties he was a United States Deputy Marshal and was known as a fearless man and "quick on the draw." Owner of a ranch in western Utah "Bill" Hickman became a dealer in thoroughbred horses. He was probably one of the best known agents, oft-times acting as peacemaker between the Indians and the white people; yet, there were times when he felt justified in fighting against them for the safety of the settlements. For a time he served as a bodyguard to President Young and it is said that Young blessed him and "hoped that he might be able to protect the Saints from the Indians and outlaws."

It is very likely that a man so trained and fearless would be a Pony Express rider, and according to our records and the belief that has been handed down through the years, "Bill" Hickman rode the Pony Express.

THE HUNTINGTON BROTHERS

In the original writings of William Egan, son of Howard Egan, he notes that Lot Huntington was a Pony Express rider whom he remembered well. Most writers include the name of "Let" Huntington. Descendants of Clark Allen Huntington also named him as one who was hired by Howard Egan as a Pony Express rider. It is our belief that both of these men were connected with the Pony Express. The following information was supplied by Eva C. Johnson, granddaughter of Oliver B. Huntington:

Lot E. Huntington was born April 29, 1834 in Watertown, New York, a son of Dimick and Fannie Allen Huntington. His father was a member of the Mormon Battalion and Lot, with his sisters Martha, Zina and Betsy accompanied him on that famous trek. Lot was thirteen years of age when he arrived in Salt Lake Valley July 29, 1847. Dimick Huntington was best known among the early settlers of Utah as an Indian interpreter. It is said that he took his sons Lot and Clark with him when he answered the call of the authorities to go

among the redmen seeking peaceful solutions to the many disputes between the Indians and the white settlers.

In June, 1855, Lot, in company with Oliver Boardman Huntington, and thirty-nine other men, started south and east to the Elk Mountains to open a mission. On September 2, 1856 he accompanied a group of men, his uncle included, on an exploring expedition to the west and out into the desert. Here Lot became an expert horseman and gained a knowledge of the terrain which proved valuable to him during his 'Pony' days. In October, 1861, he married Naomi Gibson. Upon his return to Salt Lake City he served for a short time as bodyguard to Brigham Young. He died from the effects of a gunshot wound January 16, 1862 at the age of eighteen years.

Clark Allen Huntington was born December 6, 1831 in Watertown, New York. He also took part in the migrations of the Saints from New York to Kirtland, Ohio; thence to Nauvoo, Illinois, participating in the exodus of the Mormons from that city and the subsequent journey across the plains to Utah in 1847. In 1852, Clark Allen married Rosanna Galoway in Salt Lake City. In 1857 he served as a scout for the Church of Jesus Christ of Latter-day Saints at Lee's Ferry, later being employed by Warren Johnson at the ferry. He returned to Salt Lake City where he was employed by Mr. Egan as a rider for the Pony Express. Mr. Huntington's later years were spent in Kanab, Utah where he passed away at the home of Mr. Johnson and was interred in the Kanab cemetery.

WILLIAM JAMES

William James was born in Lynchburg, Virginia in 1843. He crossed the plains to Utah with his parents when he was only five years of age. At the age of eighteen he was hired by Major Howard Egan, having become closely associated with that family, as a rider for the Pony Express. His route lay between Simpson Park and Cold Springs, Nevada in the Smoky Valley range of mountains. He rode only sixty miles each way, but covered his round trip of one hundred and twenty miles in twelve hours, including the time out for change of horses and meals. William always rode the California mustangs using five of these animals each way. The route which he covered crossed the summit of two mountain ridges and lay through Shoshone Indian country which, at that time, was considered one of the loneliest and most dangerous divisions of the line. "Bill" as he was known by the other riders performed his mission courageously, and fortunately did not run into any serious problems during his months as a rider.—Effie Warnick

JOHN KEETLEY "Jack"

With the death of John H. Keetley at his home in Salt Lake City October 2, 1912, there passed from sight one of the most pic-

add HBUM

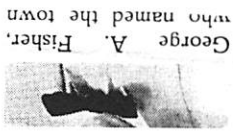
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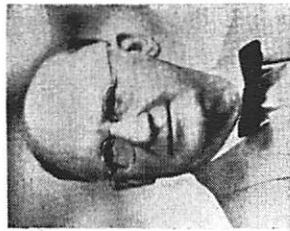
John B. "Jack" Keetley, for whom the community of Keetley was named.

the years of construction of the Ontario-Daly Drain Tunnel remember "Jack" Keetley for his kindness to them as they romped over the hills under which his men were digging. Years later, George A. Fisher, prominent cattleman and land developer, named the community which developed in the valley below the mining project, Keetley, in honor of his "childhood hero."

The Keetley area was first prospected around 1875 and 1876. When David Keith and Thomas Kearns were prospecting in the mountains that produced the great mines of Park City, their fellow prospector, David Fisher, turned south and laid claim to the "Columbus," a tract which



George A. Fisher, who named the town



George A. Fisher, who named the town

turesque characters of the mining business in early days. He was seventy-one years of age at the time of his death. Known in almost every mining camp in the west his adventures could fill a volume. The famous Last Chance property at Bingham was purchased from the original locator by Mr. Keetley for a horse and saddle, and he paid for building a cabin on the claim with a six shooter. After working the property for a year Mr. Keetley sold it for \$17,000. Since then the claim yielded about \$1,000,000 worth of ore. In the early seventies he was associated with mining operations in Little Cottonwood and later he went to Deadwood, South Dakota where he was manager of the Sir Roderick Dhu mine in 1877. Returning to Utah he was placed in charge of the Ontario drain tunnel No. 1 at Park City in 1881, and superintended the extension of the tunnel to the No. 3 shaft. Afterward he went to the Anglo-Saxon mine in Butte, Montana, then to the Kentucky mine in Shoup, Idaho, returning to Park City to take charge of the Ontario drain tunnel No. 2 in 1888. He also became associated with the Little Bell and Silver King Consolidated mines in that district. The little mining town of Keetley was named in his honor. He was a great lover of horses and owned some fine racing stock.



Jack Keetley

During the days of the Pony Express Jack was one of its most colorful riders, often being called "The Joyous Jockey." He was born November 28, 1841 and was reared in Marysville, Kansas. He rode the ponies the entire life of the Express. In later years he wrote the following letter in answer to a request concerning the riders of the Pony Express:

Mr. Huston Wyeth,
St. Joseph, Missouri.

Dear Sir:

Yours of the 17th inst. received and in reply will say that Alex Carlyle was the first man to ride the Pony Express out of St. Joe. He was a nephew of the superintendent of the stage line to Denver, called the Pike's Peak Express. The superintendent's name was Ben Ficklin. Carlyle was a consumptive and

could not stand the hardships and retired after about two months trial and died within six months after retiring. John Frye was the second rider, and I was third, and Gus Cliff was the fourth. I made the longest ride without a stop, only to change horses. It was said to be 300 miles and was done a few minutes inside of twenty-four hours. I do not vouch for the distance being correct as I only have it from the division superintendent, A. E. Lewis, who said that the distance given was taken by his English roadmeter which was attached to the front wheel of his buggy which he used to travel over his division with and which was from St. Joe to Fort Kearney. The ride was made from Big Sandy to Ellwood, opposite St. Joe, carrying the east going mail, and returning with the westbound mail to Seneca without a stop, not taking time to eat, but eating my lunch as I rode. No one else came within sixty miles of equaling this ride and their time was much slower. The Pony Express, if I remember correctly started at 6 o'clock p.m., April 3, 1860, with Alex Carlyle riding a nice brown mare and the people came near taking all the hair out from the poor beast's tail for souvenirs. His ride was to Guitards, 125 miles from St. Joe. He rode this once a week. The mail started as a weekly delivery and then was increased to semi-weekly inside of two months. The horses, or relays, were supposed to be placed only ten miles apart, and traveled a little faster than ten miles per hour so as to allow time to change, but this could not always be done, as it was difficult then in the early settlement of the country to find places where one could get feed and shelter for man and beast, and sometimes horses had to go twenty-five to thirty miles, but in such cases there were more horses placed at such stations to do the work, and they did not go as often as the horses on the shorter runs. At the start the men rode from 100 to 215 miles, but after the semi-weekly started they rode about 75 to 80 miles. My ride and those of the other boys out of St. Joe was 125 miles to Guitard's, but later we only rode to Seneca, eighty miles. The first pony started from the one-story brick express office on the east side of Third Street, between Felix and Edmond streets, but the office was afterwards moved to the Patee House.

At 7 o'clock a.m., we were ordered from the stables two blocks east of the Patee House which was the signal for the ferry boat to come from Ellwood and to lie in waiting at the landing until our arrival. We rode into the office and put on the mail, which consisted of four small leather sacks six by twelve inches, fastened onto a square holder which was put over the saddle. The sacks were locked with little brass locks much like one sees today on dog collars, and the sacks were sewed to the holders, one in front and one behind each leg of the rider. When the mail was put on and the rider mounted on his race

cheered and I was off with the mail. That ride was one of the longest I ever made, for all it was only to Carson City, Nevada because Indians were all around and you never knew when an arrow would swish down from the rim rock above and you wouldn't be riding anymore.

"I was mighty scared and I sure needed the strength of God that long, dark night. But I got through, although on a later ride I was chased by a band of ten painted Bannocks and got two of their arrows in me and still carry the scars. When I got back to Sacramento, the Pony Express put me on that run regular. There was an oath I had to make when they swore me in. They handed me a little leatherbound Bible, the kind they gave to all the riders and a six shooter. I was told to use the Bible all the time and the gun only in case of necessity.

"Old man Russell built an empire on such practice. People felt they could trust a man with a business built on Bible ways. I rode for the Pony Express the last five months it was alive. That was history in the making. We carried the last messages of Buchanan, news of the election of Lincoln and of the firing on Fort Sumter."

ROBERT ORR

Robert Orr was born May 10, 1835 in Kilbirnie, Ayershire, Scotland, the son of Robert and Elizabeth McQueen Orr. The parents with ten children sailed on the *Falcon* for America and arrived in Utah in the fall of 1853, converts of Mormonism. They settled in Salt Lake City where the father and older boys were employed as workers on the Salt Lake Temple. After a short time the family moved to Tooele county, making their home in Grantsville where Robert Sr. freighted to points both east and west. Robert and his brothers, Matthew and John, frequently accompanied their father and the knowledge they obtained proved a valuable asset when they assisted in the Pony Express venture. Robert is named as a Pony Express rider while other members of the family were employed at the relay stations. Sarah Eliza Wickell became the wife of Robert. After the Pony Express days were over he returned to Grantsville where he became city marshal and was well known as a musician. *Matthew Orr*, station keeper at Deep Creek, was at times a substitute rider. He was born in Scotland May 15, 1836, the sixth child of Robert Orr and Elizabeth McQueen Orr. He made his home in various places in Tooele county. Elizabeth Arthur became his wife, and his many descendants are scattered throughout the west. Nicholas Wilson in "Uncle Nick" *Among the Shoshones* mentions the Orr brothers as being riders of the Pony Express.

The mother of Robert and Matthew kept a store and fed many of the freighters who passed her way. She was well known to the Pony Express riders.

add
from
Orr
Books

WILLIAM PAGE

Another rider of the famous Pony Express was William Page, born August 4, 1838 in Birmingham, England. He was the son of James and Louisa Graves Page and came to Utah as a Latter-day Saint convert in 1856 in the Edward Martin handcart company. His



William Page

first home in the Valley was with the Henry W. Lawrence family where he did chores for his board and lodging. In the spring he made his way to Bountiful and lived for a time with the Bates Noble family. The following year he was called by President Young to repair guns in the Public Work Shop in Salt Lake City. When word was received that Johnston's Army was on its way to Utah Territory, William joined the Daniel H. Wells company and spent part of the winter in Echo Canyon defending the Saints.

In 1860, when the Pony Express was put in operation, William became one of the riders, his run being between Salt Lake and Fort Bridger. Many thrilling experiences were encountered on these long rides, evading hostile Indians and delivering mail on schedule in spite of serious weather conditions.

After the Express was discontinued William returned to Bountiful where he worked for William Muir operating threshing machines. While there he became acquainted with Mary Ann Clark, a recent Latter-day Saint convert from Leamington, England, and after six months' courtship they were married March 24, 1863. At this time he had little knowledge of either reading or writing, but his wife was well educated, and under her patient tutelage, oftentimes by the light of sagebrush fires, he learned the rudiments of education. The young couple bought a small farm and built a one-room house. Soon after, both death and birth came to this cabin. On the 23rd of March Louisa Graves Page died, his parents having come to the Valley in 1860, and the following day their first child, Louisa, was born.

In 1872, William was called by President Young to go to Arizona on a mission. He left his wife, with five little girls, in straightened circumstances while he obediently answered the call of the Church leaders. After his return he helped make adobes and haul timber from the nearby canyons for the East Bountiful tabernacle. When South Bountiful was organized in 1877, he was selected as Assistant Superintendent of the Sunday School which office he held until the time of his death. He was active in the civic affairs of the community,

found his way to St. George in that early day and the still greater wonder at his staying there, fighting Indians, conducting a business college, running one newspaper and outrunning one or two others . . . As a young man living in Salt Lake City he showed his courage and youthful activity by becoming one of the riders of the Pony Express. Perhaps his resourcefulness in this endeavor helped to prepare him for the life of a frontiersman that was needed to subdue enemies of this southern mission."

The following resume tells the story of the activities of Mr. Sangiovanni between the years 1852 and 1877, when he traveled 36,125 miles in the interests of the Latter-day Saint Church, the Pony Express and the Territory of Utah in general: From Des Moines, Iowa to Salt Lake City by oxtrain; 1855, took 500 head of cattle to California and after his return carried a weekly mail from Salt Lake City to Ogden for a short time; 1856, traveled with the U. S. Survey and later that year drove an oxteam from Salt Lake to Bitter Root, Montana with freight where he stayed until the following year, when he returned to the Valley with a herd of ponies. Later that same year he made a trip to California with 800 head of cattle. During the Johnston Army troubles of 1858, he hauled lumber to Camp Floyd and, in 1859, journeyed to the Missouri River with Heber C. Kimball in the interests of the Church. In 1860, he was employed as a Pony Express rider by Russell, Majors & Waddell and the following year drove a mule team to the Missouri River and return. Later that year he drove a freight wagon to Carson Valley. The Sangiovanni family was called to help with the settlement of St. George where they arrived December 24, 1861. In 1862 he returned to Salt Lake City, from whence he went with freight to Carson City to meet General Connor and his California volunteers. He returned with freight to be used at Fort Douglas. Later that year he returned to St. George, and, in 1863, was called to go with an oxteam to the Missouri River to help bring immigrants and freight across the plains. In 1864, he went on a mission to Europe where he served for three years. In 1868, he took part in the Navajo uprisings in the southern part of the state, and, in 1869 returned to Salt Lake City. Eight years later he traveled to the Black Hills of South Dakota and again returned to Salt Lake City.

Mr. Sangiovanni married Mary Ann Brown, an English convert, and they were the parents of two daughters. In later years he became the first curator of the Deseret Museum. He died in 1915 and was buried in the Salt Lake City cemetery.

JAMES "DOCK" SHANKS

Little information is available on James Dock Shanks, another Mormon youth who played a part in the Pony Express operations in Utah. He was born November 29, 1833 in Paisley, Renfrewshire, England, the son of James Shanks and Isabella Dock, pioneers of

1855. Young James preceded his parents to Utah by two years, arriving in the Valley in the Jacob Gates company of 1853. His first job in Salt Lake City was helping to build the wall around the temple block, after which he began delivering mail to the neighboring towns. Later he was employed by Major Howard Egan as a rider.

After the demise of the Pony Express, James moved to Heber City, Wasatch County, where, in time, he built three different homes for his three different families. In 1855 he married Isabella Muir. They were the parents of eight children; in 1875 he married Eva Erickson and seven children were born to them. In 1899 Caroline Homan became his wife. Mr. Shanks was a faithful Latter-day Saint, serving as a High Priest and home missionary. He was an experienced horticulturist and it was his pride and pleasure to decorate the meetinghouse on numerous occasions with beautiful flowers.

WILLIAM HENRY STREEPER

William Henry Streeper, son of Wilkinson and Matilda Wells Streeper, was born August 1, 1837 in Philadelphia, Pennsylvania. In the year 1843, he, with his parents, moved to Nauvoo, Illinois where he resided until the martyrdom of the Prophet. Accompanied



William H. Streeper

by his parents he traveled by steamboat to St. Louis, Missouri in which city he stayed until the spring of 1850. While there he was employed on the new gas works system, being assigned to light twenty-five lamps each night and extinguish them in the morning. The pay was five dollars a month which was later increased to ten dollars. With this money he assisted his father in purchasing needed equipment for the journey to Utah. The start across the plains was made from Kanesville, Iowa early in April, 1851, reaching their destination in the Salt Lake Valley in October of that year.

William and his father built a home for the family in the Old Fourteenth Ward. He also hauled wood from the surrounding canyons, not only for home

use but to sell to others. Wood was one of the chief mediums of exchange at that time by which debts could be paid. In 1858, he,

Dallas, Texas; Miller M., of Salt Lake City; Richard B. of San Rafael, California; William R., of Cokesville, Wyoming; J. Stewart, of Cattle Creek, Michigan; four daughters, Mrs. Anne Palmer, Philadelphia, Pa.; Mrs. Venice Nielson, Logan; Miss Orvilla Ryan, San Francisco, Calif.; Mrs. Dortha Cox, Portland, Ore.; and 20 grandchildren and one sister, Mrs. E. R. Gibson, Salt Lake City, Utah.

DANIEL ALEXANDER SESSIONS

Daniel Alexander Sessions, son of Richard Sessions and Lucretia Haws, was born January 11, 1829, in Illinois.

He married Janette Baum. They were the parents of Rachel, Adolphus and Adolph (twins), Jane, Alfred, Agnes, George H., John R., Jacob.

He died in September, 1905 at Heber, Utah.

He was a farmer and cattleman.

MARIE CATHERINE DALSTROM SEDARVILLE

Marie Catherine Sedarville was born in Gutland, Sweden, on December 11, 1818, daughter of Gertrude Christeen and Lewis Dalstrom.

She married Elisha Petter Sedarville and they were parents of four children: Peter, Gertrude Christeen, Annie Catherine and Marie.

When Peter was 12 Latter-day Saint missionaries spent some time at the Sedarville home and she and her three daughters became converted to the Church.

Her husband and son did not become interested, so she and her daughters were baptized by Mormon Elders on May 11, 1863.

Two years later, in the early spring of 1865, they prepared to leave with other immigrants for Utah.

Her daughters were, respectively, 12, 9 and 7 years of age when they left Copenhagen, Denmark. On May 4, 1865, they left on the ship "B. S. Kimble," with Andrew W. Winberg as captain.

After leaving Denmark, on their way to New York typhoid fever broke out among those on board and many adults and children were stricken. Little Marie died and was buried at sea.

The ship arrived at New York on June 14, 1865. They left New York by ox team, reaching Utah July 20, 1865.

They left Wyoming on July 31, 1865, with Minor Atwood as captain of their party. This was an extremely hard part to the journey. They endured many hardships along the way and had many encounters with Indians.

Sometimes there was food and at those times when it was scarce it was rationed among the members of the party.

They arrived in Salt Lake the latter part of October and left immediately for Heber, with part of the original company of pioneers from Sweden and New York.

They owned a little home in the northeast part of Heber and there she and her two daughters, Gertrude Christeen and Annie Catherine, spun wool, corded and wove cloth to make clothes for themselves and others.

Grandma Skog, an honest, upright and faithful person, was admired and respected by all who knew her.

She always was strong and healthy, and the more difficult the task she was asked to do, the better she enjoyed doing it. Nothing seemed to worry her. In later years she was always in a hurry, visiting back and forth among friends. She was always faithful to her children, her friends and her religion.

Her older daughter, Gertrude Christeen, married Homer Fraughton, and Annie Cathrin married Elisha Averett.

She had 14 grandchildren and eight great-grandchildren when she died.

She died when she was 94 years of age, at Heber, on May 14, 1912.

May she always be remembered among her Heber City friends as one of Heber's first pioneers.

RICHARD SESSIONS

Richard Sessions, son of Saulmon Ses-

sions and Mary Hargraves of Logan County and Wayne County, Illinois, was born April 12, 1799, in Logan County, Kentucky, coming to Utah in 1847.

He married Lucretia Haws at 1820 in White County, Illinois.

Their children: John, Sarah Ann, Richard Jr., William Bradford, Daniel Alexander, Mary, Louisa, Eliza Jane, Malissa, Emeline, Elizabeth and Hannah.

He was a Seventy and was counselor to Bishop Terry of Moaquito Creek, Iowa, second counselor to Bishops Fawcett and William Wall of Provo. He was a member of the Thirtieth Regiment, First Brigade, Illinois Mounted Volunteers, in the Illinois Blackhawk Indian War. He was a farmer and stock raiser. He died in March, 1879, in Heber, Utah.

ADOLPHUS SESSIONS

Adolphus Sessions was a son of Daniel Alexander Sessions and Rachel Jeanette Baum.

Adolphus, always known as Tobe, was a twin. His brother's name was Adolph.

Tobe married Rachel Emma Hicken and they had two sons. She was the daughter of Thomas Hicken and Margaret Powell. They were married in July, 1892, at Heber, having two sons, Thomas and Charles. After his wife's death he married Mary Jeanette (Mae) Nelson on December 26, 1900, daughter of Henry T. Nelson and Mary E. McMillin of Heber. Together they reared a large family, 13 children: Corridon, Chloe, Ella, Burnell, Agnes Lorna, Elvin, Phoebe LaVern, Erma Rose and Earl (twins), Vilda and Lizzie Deaun.

Mae was a wonderful wife to Tobe. She was born January 13, 1874, and they had many trials. She was always there to help in times of sickness in the neighborhood, being an angel of mercy.

They went to the LDS Temple in Salt Lake City and were married on May 16, 1923, and had their children sealed to them. They lived in the same location all their married lives. Her husband died May 3, 1938. He was a cattle man and farmer.

Tobe's grandfather, Baum, was a guard over the bodies of the Prophet Joseph Smith and Hyrum in Nauvoo when they were killed. As a girl six years old, his mother remembered walking around the coffins.

Tobe and his twin brother cut rails for the railroad. When only 13 years of age, their father hauled them to Salt Lake. Their shoes were made out of cowhide or of old gunny sacks. They ground their wheat in a coffee mill and soaked it so it would be soft enough to eat.

Mae and Tobe, as they were known to everyone, were quiet in their way, going about doing good. Besides their own family, they reared two grandchildren, Dale and Ruth. They are good, honest people. After her husband's death, Aunt Mae, as she is now known to everyone, kept working to keep her family together.

JAMES D. SHANKS



James Dock Shanks was born November 29, 1833, at Paisley, Renfrewshire, Scotland. He came to Utah in September, 1853, crossing the plains with the Jacob Gates company, and settling in Salt Lake City. About the first job he obtained was helping build the wall around the temple block.

He was married December 21, 1855, to Isabella Muir, daughter of James and Mary Murray Muir, pioneers of 1853. Isabella was born August 15, 1837. Their children were Mary E. (Mrs. Gustave Waldberg), Isabella, James M., William, Marian (Mrs. William Doyle), Elizabeth (Mrs. William Fisher), John M., Margaret (Mrs. McEwan), Archibald (married to Lilly Duke), and George A.

On March 10, 1875, he married Eva Erickson at Salt Lake City. She was the daughter of Eric Erickson and Fredericka Carlson of Upland, Sweden, who came to Utah by railroad. Their children were Catrina, Amelia, Joseph, Louise, Josephine, Hyrum, Evelyn and Fredericka.

In 1899 he married Carline Homan at Salt Lake City. She was an immigrant from Germany. They had no family.

Anyone who has the sweet memory of being awakened by the music of the martial band on state occasions and celebrations will remember Jimmy Shanks as the leader and fife player of the group. He also took part in the Blackhawk War and was a member of the Thomas Todd Infantry Company. He was for many years the only tailor in our community.

He built three homes in Heber City. The grounds of each home was landscaped and beautified with flowers and shrubbery. He was really what is called today a "green thumb." He experimented with flowers, trees and shrubs to discover the best suited to our climate.

When stake conference convened at the Stake House and when the Sacrament meeting for Heber was held Sunday afternoons there, it was with pride and pleasure he carried beautiful stately bouquets to place on either side of the pulpit, on the three tiers of the rostrum. These bouquets were made with care and exactness, starting with a row of pansies and building up with flox and sweet william that were interspersed with blades of beautiful ribbon grass. They seemed to fit in with the stately stand and building.

In later years he and his good wife, Carrie, continued taking flowers to beautify the Third Ward chapel that had recently been built and of which he was very proud. He was a sincere Latter-day Saint, a High Priest of this stake, a home missionary and at one time superintendent of the Sunday School at Riverdale.

JONATHAN SHARP AND ELIZABETH THORPE SHARP

Jonathan Sharp was born October 28,

1807, in Brotherton, Yorkshire, England. His wife, Elizabeth Thorpe, was born July 24, 1808, in Brotherton, Yorkshire, England.

They lived in Leeds, and Goole, Yorkshire, England, after their marriage, and reared a large family. Born to them were eight children: James, James, John Thorpe, Mary Ann, Jonathan Jr., Ann, Maria and Sylena.

Jonathan Sharp's occupation while living in England was engineer. Jonathan Sharp's family was converted to the LDS Church by Mormon missionaries, and the Sharp family entertained the Elders in their home often. A missionary, Mr. Wright from Ogden, Utah, said of Jonathan Sharp, "I loved him like a brother."

When the Sharp family decided to come to America they left with 600 saints, sailing from Liverpool July 14, 1868, on the ship "Colorado," under Captain John G. Holman. With them came their married son, Jonathan Jr., and his wife, Annie Jowett; also their daughter Maria, who later married Frederick Giles.

They were met in Laramie, Wyoming, by Brother William Lindsay of Heber, Utah, and Abe Penrod, a young man from Provo, Utah.

They finally arrived in Heber, Utah, on September 25, 1868, and they lived in Heber until they died. Jonathan Sharp passed away September 18, 1893, in Heber, and his wife, Elizabeth Thorpe Sharp on December 30, 1886, in Heber.

CHARLES AND SUSAN JANE WILKINS SHELTON

Charles Shelton was born in the parish of South Hampton, County of New York and Province of New Brunswick, Canada. He married, about 1845, Rebecca Ann Daw. She died from cholera while crossing the plains in 1854. Charles married Susan Jane Wilkins in the upper room of the Trust Office in Salt Lake in February, 1857, by Brigham Young. She was born October 15, 1840, in Adams County, Illinois. Charles died January 10, 1885, in Charleston. Susan Jane died on April 6, 1909, at Provo.



A number of Charles Shelton's family had accepted the LDS gospel. Charles was baptized on December 25, 1882. Some time in 1854 they came to the United States and by May 10, 1854, he, with his first wife, and their six children, his brother Albert, eight years old, and his five sisters, Ann, Martha, Louisa, Eliza and Emily, had started for Utah.

Before leaving for Utah, Ann and Albert had the measles and the rest suffered severely with it on the way West. At Fort Leavenworth, Kansas, Rebecca and Louisa contracted cholera, and being in such a weakened condition, they soon succumbed. One after another, all but one boy of Charles' six children were taken until seven graves from this family marked the trail. Many others were suffering with the disease. Charles arrived in Utah with his one little boy, James Alfred.

Charles Shelton was a pioneer of Wasatch County and, with the help of Alex Wilkins, built the first house in Charleston. The town became Charleston (Charlestown) by taking Charles' name.

In 1842, Susan Jane Wilkins went with her parents to Nauvoo, Illinois, to make their home. There they were victims in the persecutions and mobbings that caused so much suffering among the Mormon people at that time. At one time a mob came where her mother was in bed with a two- or three-day-old babe, drove the Mormons out, and set fire to the home. The mother had to be carried out on her bed. They moved out of Nauvoo shortly before the prophet's death. Joseph Smith came to visit them and gave Susan a big red apple. He was very fond of children.

They were four years coming to Utah, Susan being 11 years old when they arrived. She carried her baby brother, John Wilkins, much of the way. Indians pestered them along the way. One time three Indians came to the wagon of their captain and wanted food. He told them food was in the next wagon, where they went and were eating when some Indians of another tribe came, and seeing the first three, took them out and scalped them right before the travelers. Susan had red hair, which the Indians admired very much, pointing to it and rubbing it. Susan's mother feared for Susan's safety, but Susan didn't seem to fear them. Gradually the Indians became friendly.

Charles and Susan went through all the hardships and trials of settling new country. The only way they could grind their wheat was in their coffee mills, and it made very coarse flour and cereal to eat. One spring, Charles mounted a horse and rode to Provo, obtained a sack of flour, which he brought back and divided with his neighbors to mix with their home ground flour for bread.

Charles Shelton did not have a strong constitution. He had a fairly good education, so when Wasatch County was organized in 1862, he was chosen as clerk of the new county. He remained in office until 1865, when he was called on a mission to Canada, where he labored four years. He was the first missionary to go from Wasatch County. On his return in 1869, they moved to Heber and he again became county clerk, which office he held till the time of his death. He also was clerk for the High Priests' Quorum for some time.

Susan was left with a family of eight young children to provide for. She had a hard struggle, but managed to rear them all in a good way. One of her outstanding features was working with the sick. She worked with Dr. A. Moore Lindsay, and was with him when his son Crawford was born and practically raised him. She was very proud of the fact that at one time young Lindsay was commander-in-chief of the army of the whole British Empire. She was devoted to her parents and made many sacrifices for them. She moved to Provo in